



August 1979

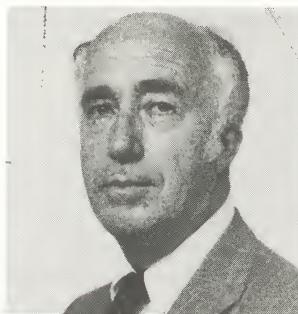
George Adams Named Division Superintendent Of New Analytical & Conservation Systems Div.

Effective August 1, 1979, the Analytical and Conservation Systems Division was formed within the Technical Department to coordinate and emphasize hydrocarbon recovery activities. This new division consists of the following sections: Energy Conservation and Environmental Control, the Laboratory, MCS Systems, Oil Loss and the Technical Information Center.

George W. Adams, currently Senior Adviser Facilities in Esso Inter-America's Logistics Department, is transferring to Lago to become Superintendent of the new Analytical Conservation Systems Division. George holds a B.S. degree in Chemical Engineering from the Georgia Institute of Technology and a Master's degree from the Louisiana State University.

He has over 26 years of service

with the Exxon organization and has been in EIA's service since 1975. George will report to his new assignment about September 1. He will be accompanied by his wife Patricia.



G. W. Adams

Their 18-year-old daughter Sandra Lynne will continue her education in the U.S.A. and will be spending the holidays with her parents in Aruba.

John Holzer Becomes Division Superintendent Of BP&S Economics & Planning Division Sept. 1

Effective September 1, John McC. Holzer, Jr. will become Division Superintendent of the Economics & Planning Division of the Business, Planning & Supply Department. John is replacing Jerry W. Jackson who has accepted a position with



John M. Holzer

Esso Inter-America in Coral Gables, Florida.

John has been with Lago since July 1977 when he transferred from Esso Brasileira de Petroleos S.A. where he had been Special Projects

Division Head in the Company's Corporate Planning and Economics Department. Prior to his recent promotion, John had been Supervising Engineer in the Short Range Economics Group in the Crude & Products Coordination Division.

A 1965 B.S. graduate in Electrical Engineering from the Massachusetts Institute of Technology, John obtained his MBA at the University of Chicago in Illinois in 1967. He joined Standard Oil Company (N.J.) in 1969 and worked as Planning Analyst, first in the Planning Coordination Department and later in the Corporate Plans & Performance Division before transferring to Intercol in Bogota, Colombia. He also worked two years at the Cartagena Refinery before transferring to Rio de Janeiro in May 1974.

Replacing John as Supervising Engineer of the Short Range Economics Group is Daniel G. Harcharik, who is presently Senior Staff Logistics Analyst - Supply Operations in Esso Eastern's Logistics Department

Ken Booij A Ser Promovido Pa Senior Engineer Den Economics & Planning Div.

Entrante 1 di Augustus, 1979, Kenneth O. Booij a ser promovido pa Senior Engineer en reconocimiento di su contribucionnan na Economics & Planning Division di e Business, Planning & Supply Department.

Ken, kende ta un graduado di HTS den Ingenieria Quimica for di HTS municipal di Groningen, a join Lago como Ingeniero na September, 1975. Su promer asignacion tabata den Distillation Section den Technical - Process Technical Services Division caminda el tabata Ingeniero di Contacto pa Pipestill atmosferico y vis-breakernan, y mas despues pa e Vacuum Pipestillan y te cu 1977, pa e Plantanan Hidrogeno.



K. O. Booij

Na Mei 1977, Ken a asumi un asignacion temporario na exterior cu Exxon Research & Engineering Company na Florham Park, New Jersey. Durante su asignacion di 11 luna el tabata envolvido den un estudio di "Visbreaker Resequencing" conchuntamente cu ER&E.

For di su regreso na 1978, Ken ta trahando den Business, Planning & Supply Department caminda el a traha den coordinacion y analisis di presupuesto pa varios proyecto.

Ken a sigui e Process Design Course na Baytown, y e cursonan Refinery Economics, Oral Presentation, pagamento di candela y entrenamiento cu Scott Air-Pak na Lago.

in Houston, Texas. Dan holds a B.S. degree in Chemical Engineering from Montana State University and an MBA from the University of California, Berkeley.

ARUBA

Lago Oil & Transport Co., Ltd.
Aruba, Netherlands Antilles

Editor : Mrs. L. I. de Cuba

Photographs by : Joe's Photographic Service

Printer : Verenigde Antilliaanse Drukkerijen N.V.

Hazardous Materials Should Not Be Carried Aboard Aircraft as Part of Personal Luggage

Sometimes in the course of traveling from place to place, employees of oil and/or chemical companies may be asked to carry with their personal baggage, various quantities and types of materials to expedite and assure quick delivery to the desired location. They should be aware that with certain types of hazardous materials THIS PRACTICE IS NOT ONLY ILEGAL BUT CAN BE DANGEROUS.

Both Federal Aviation Administration (FAA) and the International Air Transport Association (IATA) regulations prohibit this practice aboard passenger carrying aircraft. Violators are subject to legal penalties and under FAA regulations may be subject to fines up to \$ 10,000 for each offense.

Dangerous materials may fall into a number of different categories including the following :

FLAMMABLES : — Fuels, solvents, lighter fluids, volatile additives, etc., (any liquid with a flash point below 38° C (100°F).

AEROSOLS : — Polishes, wax, de-

greasers, cleaners, etc.

CORROSIVES: — Acids, cleaners, wet cell batteries, etc.

EXPLOSIVES: — Fireworks, flares, signal devices, etc.

RADIOACTIVES: — Betascopes, radiopharmaceuticals, pacemakers not installed, etc.

COMPRESSED GASES: — Oxygen cylinders, divers tanks, etc.

LOOSE BOOK MATCHES AND/OR SAFETY MATCHES: (Exception may be carried on person only).

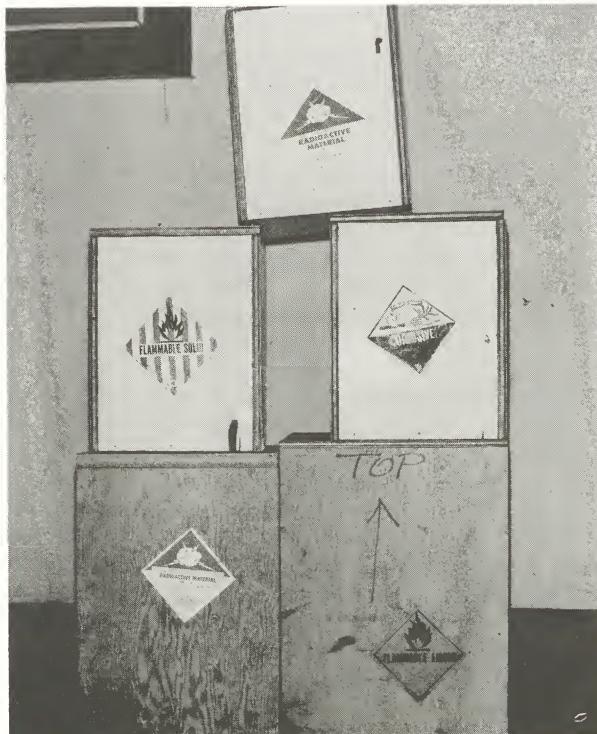
Within the general area of responsibility of oil and/or chemical companies, most sample movements will probably involve flammable material: fuel samples, solvents, etc. A second category called "Combustibles" would cover high flash products like aviation lubricants, hydraulic oils, turbo oils, chemicals, etc. Combustible materials are not subject to as severe limitations under the restricted articles regulations as flammable products but are still unacceptable in personal baggage.

(Continued on page 6)

Samples of products shipped by air must be properly packaged and labeled and have appropriate shipping documents.



Muestranan di producto manda via aereo mester ta bon paketa y marca y mester tin documentonan apropiado.



Kenneth Boo Is Promoted To Senior Engineer in BP&S Economics & Planning Div.

Effective August 1, 1979, Kenneth O. Boo was promoted to Senior Engineer in recognition of his contributions in the Economics & Planning Division of the Business, Planning & Supply Department.

An HTS graduate in chemical engineering from the Groningen Municipal Technical College, Ken joined Lago as an Engineer on September 1, 1975. His first assignment took him to the Distillation Section in Technical - Process Technical Services Division where he was involved on the Atmospheric Pipestills and Visbreakers as Contact Engineer, and later on for the Vacuum Pipestills and until 1977, for the Hydrogen Plants.

In May 1977, Ken assumed a temporary foreign assignment with Exxon Research & Engineering Company at Florham Park, New Jersey. During his 11-month assignment he was involved in a Visbreaker Resequencing study conducted jointly with ER&E.

Since his return early 1978, Ken has been working in the Business, Planning & Supply Department where he has worked in budget coordination and analysis of various projects.

Ken has followed the Process Design Course at Baytown, the Refinery Economics, Oral Presentation, fire-fighting and Scott-Air-pak training courses at Lago.

Ta Ilegal pa Hiba Material Peligroso den Avion Como Parti di Equipo Personal

Tin bez den viahamento di un lugar pa otro, empleadonan di companianan petrolero y/of químico por ser pidí pa hiba den nan equipahe personal, varios cantidad of tipo di materialnan pa facilita y asegura un pronto entrega na e lugar deseá. Nan mester ta na haltura cu pa cierto tipo di material peligroso E PRÁCTICA AKI NO SOLAMENTE TA ILEGAL SI-NO CU E POR TA PELIGROSO. Reglamentonan di ambos Federal Aviation Administration (FAA) y International Air Transport Association (IATA) ta prohibi e práctica aki abordo di avionnan cu ta carga pasahero. Esnan cu no cumpli cu esaki ta suheto na castigo legal y bao reglamentonan di FAA por ser hasta multá te cu \$ 10,000 pa cada ofensa.

Materialnan peligroso por cai den

(Continua na pag. 6)

Tug 'Esso Santa Cruz' Someti Na Remodelacion Durante Periodo Fiho di Drydock

Net promer cu el a bai ariba su promer periodo regular pa drydock na Curacao dia 24 di Juni mei anochi, e tug "Esso Santa Cruz" su sistema di fender cu dos wiel grandi di rubber na su steef a ser desmantelá. Siendo e unico remolcador den mundo cu e tipo di fender raro asina, el tabata un bista familiar den haf di San Nicolas for di tempo cu el a yega aki dos anja y mei pasá. Pa motibo di su fendernan poco comun y principalmente pa motibo di su tamanjo grandi, el tabata ser considerá como e "pato mahós" di Compania su flota di remolcadornan. Sinembargo, el tabata popular pasobra el por a ser mirá for di un distancia basta grandi, specialmente na e Reefberthnan caminda el tabata instrumental den trecimiento aden di transportadornan grandi di crudo of super-tanqueronan.

Despues cu parti di su programa di remodelacion a keda completá na Lago su HDS Pier luna pasá, el a sali pa Curacao bao comando di Capitan Basil Schmidt. Abordo tambe tabata presente Nel Orman, Leonardo Hodge, Sylvan Paul, Pascual Vrolijk, Anton Beyde, Eddy Gomez y Mario Agunbero. For di e grupo aki, Mario y Sylvan a keda na Curacaosche Dokmaatschappij pa supervisa e revision y reparacion general di e remolcador y su cambio di tipo, cual a inclui e instalacion di un sistema di fender nobo. Contrario na e sistema anterior di fender cu wiel, cual no a funciona segun a ser sperá, e sistema nobo di fender cu 22 ton di rubber pasá rond di staal, lo resulta den mejor proteccion pa e tanqueronan cual el ta asisti y lo yuda preveni danjonan na e facilidadnan di maramento pafor den lamá y na su mes. Ademas, e fendernan nobo lo (Continuá na pag. 7)



A shiny, streamlined "Esso Santa Cruz" can be seen anchored at Lago's Tug dock after drydocking and face-lifting in Curacao.

★

Un "Esso Santa Cruz" brillante y recondiciona por ser mira aki na Lago su Tug dock despues di ta ariba drydock y remodelacion na Curacao.

Tug "Esso Santa Cruz" Undergoes Facelifting While on Scheduled Drydocking in Curacao

Just before she left on her first regular drydocking period in Curacao at midnight on June 24, the tug "Esso Santa Cruz" was stripped of her two large wheel-fender system on her bow. The only tug in the world to have such peculiar fenders, she had been a familiar sight at the San Nicolas harbor since she arrived here two and a half years ago. Because of her unusual fenders and mainly due to her large size, she was considered the "ugly duckling" of the Company's tug fleet. Nevertheless she was popular because she could be spotted from quite a distance, especially from the Reefberths where she was instrumental in bringing in the huge crude carriers or super-tankers.

After part of her face-lifting program had been accomplished at

Lago's HDS Pier last month, she sailed for Curacao under command of Captain Basil Schmidt. Also on board were Nel Orman, Leonardo Hodge, Sylvan Paul, Pascual Vrolijk, Anton Beyde, Eddy Gomez and Mario Agunbero. Of this group, Mario and Sylvan remained at the Curacaosche Dokmaatschappij to supervise the general overhaul of the tug and her facelift, which called for installation of a new fender system. Unlike the former wheel-fender system, which did not perform to expectations, the new 22-ton rubber-wrapped steel fender system will result in better protection to the ships she assists and will help prevent damage to the offshore mooring facilities and to herself. Additionally, the new fenders will give her more stability at the Reefberths where swells previously made it difficult for her to maintain her position alongside a ship.

When she returned recently, the "Esso Santa Cruz" was no longer an "ugly duckling", but a beautiful black "swan" boasting a new paint job and brand-new fenders, which still make her special. With her "new look" and recent reconditioning, the powerful 5700-HP capacity tug "Esso Santa Cruz" will continue assisting ships into our harbor and help tow and "brake" the VLCC's and ULCC's that call regularly at our Reefberths, until her next regular drydocking period turns up again.

"Esso Santa Cruz"
before the change.



"Esso Santa Cruz"
promer cu e cam-
bio.



"A child is a person who is going to carry on what you have started. He is going to sit where you are sitting, and when you are gone, attend to those things which you think are important. You may adopt all the policies you please: but how they are carried out depends on him. He will assume control of your cities, states and nations. He is going to move in and take over your churches, schools, universities and corporations. All your books are going to be judged, praised or condemned by him. The fate of humanity is in his hands."

Abraham Lincoln, former President of the United States.

The Year of the Child

How We Shape Our Children Today Will Affect Tomorrow's World

On December 21, 1976, the General Assembly of the United Nations passed a resolution declaring 1979 the International Year of the Child. This declaration was the culmination of private initiatives taken some three years earlier and quickly won the support of many governments, organizations and individuals. By placing the child in the center of world attention, the United Nations invited the entire world community to renew and reaffirm its concern for the present condition and future of all children of the world.

The International Year of the Child has offered a rare opportunity to demonstrate that intensified public and governmental awareness of children's need can lead to concrete action of immense and - especially -

lasting benefits to mankind's future - our children. There is no sounder investment than the future of the child and no greater honor and responsibility for the adults of today.

To give the child what he needs, we must always remember that they are people too, and as people they have rights. Today's children aren't very different from the parents who have given them life, the teachers who educate them, the public figures who provide models for them.

They can be good or bad, but basically they all want what we have wanted as children, what we still want and need today: a chance to be themselves, to be active instead of passive — to feel they have something to give to the world around them.

They need - as you did - love, care, and understanding.

Children are people too!

HOW YOUR CHILD LEARNS

If a child lives with criticism, he learns to condemn.
If a child lives with hostility, he learns to fight.
If a child lives with ridicule, he learns to be shy.
If a child lives with shame, he learns to feel guilty.
If a child lives with tolerance, he learns to be patient.
If a child lives with encouragement, he learns confidence.
If a child lives with praise, he learns to appreciate.
If a child lives with fairness, he learns justice.
If a child lives with security, he learns to have faith.
If a child lives with approval, he learns to like himself.
If a child lives with acceptance and friendship, he learns to find love in the world.



pa desaroya abilidadnan individual..pa ser cria den un ambiente di paz y fraternidad universal ..pa goza di e derechonan aki, di cual raza, color, sexo, religion of origen.



THE RIGHTS OF THE CHILD... to affection, medical care...to free education...
E DERECHONAN DI MUCHA...pa carinjo, an medico..pa education liber...pa c



...to a name and nationality...to special care
relief in times of disaster...to I



...pa un nomber y nacionalidad...pa cuido sp
haya yudanza den tempo di desastre.





understanding ...to adequate nutrition and
cuntry for play and recreation...
ension ...pa nutricion adecuado y cuido
tunldad pa wega y recreacion...



opedto be among the first to receive
useful member of society and



invalido...pa e ta entre e promernan pa
er un mlembro util den sociedad y



"Un mucha ta un persona cu lo sigui loque abo a cuminza. El ta bai sinta caminda abo ta sinta awor, y ora cu abo a bai caba, el lo atende cu tur e cosnan ey cu abo ta kere cu ta importante. Bo por adopta tur poliza of ley cu Bo kier: pero com nan lo ser cumpli ta depende di dje. El lo tuma over control di Bo ciudadnan, estadonan y nacionnan. El ta bai prograsa pa tuma over Bo iglesia, school, universidadnan y corporacionnan. Tur Bo bukinan lo ser huzgá, aprecia of condená door di djé. E destino di humanidad ta den su man".

Abraham Lincoln, anterior Presidente di Estados Unidos.

Anja di Mucha

Manera Nos Forma Nos Yiunan Awe Lo Afecta Nos Mundo di Mayan

Dia 21 di December 1976, e asamblea general di Naciones Unidas a pasa un decreto declarando 1979 como Anja Internacional di Mucha. E declaracion aki tabata e culminacion di iniciativanan privá tumá tres anja anterior y cual rapidamente a gana e apoyo di hopi gobierno, organizacionnan y individualnan. Door di pone mucha den centro di atencion mundial, Naciones Unidas a invita henter e comunidad mundial pa renoba y reafirma su preocupacion pa e condicionnan presente y futuro di tur muchanan di mundo.

E anja Internacional di Mucha a ofrece un oportunidad sin igual pa demonstra cu atencion intensifica publico y gubernamental ariba necesidadnan di mucha por crea accionnan concreto di beneficionan inmenso y - specialmente - duradero pa futuro di humanidad — nos yiunan. No tin ningun inversion mejor cu e futuro di mucha y ningun honor y responsabilidad mas grandi pa mayornan di awendia.



to develop individual abilities ...to be brought up in a spirit of peace and universal brotherhood...to enjoy these rights, regardless of race, color, sex, religion, national or social origin.

Pa duna mucha loque e mester, nos mester corda semper cu nan ta hende tambe, y como hende nan tin derechonan. Muchanan di awendia no ta mucho diferente cu e mayornan cu a duna nan bida, e maestronan cu ta educa nan, e figuranan publico kendenan lo sirbi como mdelonan pa nan.

Nan por ta bon of malo, pero basicamente nan tur kier loque nos tabata kier como mucha, loque nos tin mester y kier ainda: un oportunidad pa ser nan mes, pa ser activo envez di pasivo — pa nan sinti cu nan tin algo pa duna mundo rond di nan.

Nan tin mester - manera nos tabatin mester - di amor, cuido y comprension.

Muchanan tambe ta hende!

COM BO YIU TA SINJA

Si un mucha ta biba cu critica,
el ta sinja huzga.
Si un mucha biba cu hostilidad,
el ta sinja bringa.
Si un mucha biba cu ridiculez,
el ta sinja bira verlegen.
Si un mucha biba cu verguenza,
el ta sinja sinti culpable.
Si un mucha biba cu tolerancia,
el ta sinja tin pasenshi.
Si un mucha ser encurasha,
el ta sinja confianza.
Si un mucha biba cu aprecio,
el ta sinja aprecia.
Si un mucha biba cu honestidad,
el ta sinja husticia.
Si un mucha biba cu seguridad,
el ta sinja tin fe.
Si un mucha biba cu aprobacion,
el ta sinja gusta su mes.
Si un mucha biba cu aceptacion y
amistad,
el ta sinja haya amor den mundo.

Service Milestones

25 and 30 Year Service Awards



Mrs. Dorothy A. Colina
Contr. M.C.S. - Off. Serv.
25 years
August 4



Bartholomeo Romano
Mech. - M&C - Distr.
30 years
August 16



Jacobo R. Palm
Contr. - Comm. Services
30 years
August 21

Material Peligroso

(Continuá di pagina 2)

un cantidad di diferente categoría, incluyendo lo siguiente :

FLAMABLES — Combustiblenan, solvente, fluids pa lighter, aditivonan cu ta evapora rápidu "vervlieg", etc. (cualquier líquido cu ta coi vlam na temperatura bao 38°C (100°F).

AEROSOLNAN (TIPO SPRAY) — polish, wax, pa kita grease, pa kita mancha, etc.

CORROSIVONAN : Acidonan, cosnan pa cende, aparatonan pa duna senjal, etc.

RADIOACTIVONAN: Betascope, radiofarmaceuticonan, aparatonan no instalá pa controla batimento di cu-razon, etc.

GASNAN COMPRIMÍ: — Cilindronan di oxígeno, tankinan pa sambuya, etc.

CAHITANAN DI ZWAVEL Y/OF ZWAVEL DI SEGURIDAD: — (Excepcion ta solamente si e persona mes ta us'ele).

Den e area general di responsabilidad dentro di compañianan petroleo of quimico, mayoria movemento di muestra di producto probablemente lo envolve materialnan flamable: muestranan di combustible, solvente, etc. Un segundo categoría yamá e halto combustiblenan ta inclui e productonan cu ta alcanza un temperatura halto manera lubricantenan di aviaciion, azetanan hidráulico, azetanan pa turbina, química, etc. E tipo

di materialnan combustible aki no ta cai bao di limitacionnan severo dentro di reglamentonan di articulonan cu tin restriccion manera productonan flamable pero toch nan no ta ser aceptá como equipahe personal.

Cualquier persona cu bai abordo di un avion cu material peligroso den equipahe cu a ser pisá of cual el ta carga na man probablemente a viola por lo menos un reglamento den cada uno di e siguiente ramonan:

1. Empaketamento — tamanjo di pakki i tipo di contenedor ta su-heto na limitacion.
2. Marcamento — Pakki mester ser marcá pa indica contenido.
3. Etiketa — Mester tin un etiketa apropiado indicando material peligroso, p.e. "Líquido Flamable".
4. Descripcion den papelnan di embarque — clasificacion y identificacion riba un formulario standard.
5. Certificacion di papelnan di embarque — Certificadonan firmá door di esun cu ta manda e muestra confirmando identificacion.

Cualquier muestra mandá via aereo mester ser empaketá adecuadamente, marcá, y tin documentonan apropiado. Instruccionnan y requisitonan specifico por ser hayá cerca oficinaan local di carga aereo.

George Adams A Ser Nombra Superintendent, Analytical & Conservation Systems Div.

Entrante 1 di Augustus, 1979, e Analytical and Conservation Systems Division a ser formá dentro di Technical Department pa coordina y enfatiza actividadnan di recobramiento di hidrocarburo. E division nobo aki ta consisti di e siguiente seccionnan: Energy Conservation and Environmental Control, Laboratorio, MCS Systems, Oil Loss y e Technical Information Center.

George W. Adams, actualmente Senior Adviser Facilities na Esso Inter-America su Logistics Department, ta transfiriendo pa Lago pa bira Superintendent di e Analytical and Conservation Systems nobo. George tin un grado di bachiller den Ingeniería Química for di Georgia Institute of Technology y un grado di Maestro den e mesun ramo for di Louisiana State University.

El tin mas cu 26 anja den servicio cu e organizacion Exxon y el ta den servicio di EIA for di 1975. George lo reporta na su asignacion nobo mas of menos 1 di September. El lo ser acompanjá pa su esposa Patricia. Nan yiu muher di 18 anja, Sandra Lynne, lo continua su educacion na Merca y lo pasa dianan di fiesta cu su mayornan na Aruba.

Hazardous Material

(Continued from page 2)

Any person boarding an aircraft with a hazardous material in his checked or hand-carried luggage has likely violated at least one regulation in each of the following areas :

1. Packaging — package size and type of container subject to limitation.
2. Marking — Package must be marked to show contents.
3. Labeling — Must have appropriate hazardous material labels, e.g., "Flammable Liquid".
4. Shipping paper description — Standard form classification and identification.
5. Shipping paper certification — Certification signed by shipper attesting to sample identification.

Any samples being shipped by air must be properly packaged, marked, and have appropriate shipping documents. Specific instructions and requirements can be obtained from the local airline cargo office.

John Holzer A Ser Nombra Division Superintendent Di Economics & Planning

Entrante 1 di September, John McC. Holzer, Jr. lo bira Division Superintendent di Economics & Planning Division di Business, Planning & Supply Department. John ta reemplazando Jerry W. Jackson kende a acepta un posicion cu Esso Inter-American na Coral Gables, Florida.

John ta cu Lago for di Juli 1977 tempo cu el a transferi for di Esso Brasileira de Petroleos S.A. caminda el tabata Special Projects Division Head den e Compania su Corporate Planning and Economics Department. Promer cu su reciente promocion, John tabata Supervising Engineer den Short Range Economics Group den Crude & Products Coordination Division.

John, kende ta un graduado cu bachiller den Ingenieria Eléctrica for di Massachusetts Institute of Technology for di 1965, a obtene su grado di Maestro den Administracion Comercial na Universidad di Chicago na Illinois na 1967. El a bai traha cu Standard Oil Company (N.J.) na 1969 y el a traha como Planning Analyst, promer den Planning Coordination Department y despues den Corporate Plans and Performance Division promer cu el a transferi pa Intercol na Bogota, Colombia. Tambe el a traha dos anja na Refineria di Cartagena promer cu el a transferi pa Rio de Janeiro na Mei 1974.

Reemplazando John como Supervising Engineer di Short Range Economics Group ta Daniel G. Harcharik, kende actualmente ta Senior Staff Logistics Department na Houston, Texas. Dan tin un grado di bachiller den Ingenieria Química for di Montana State University y un grado di Maestro den Administracion Comercial for di Universidad di California, Berkeley.

"Esso Santa Cruz"

(Continua di pag. 3)

dun'ele mas stabildad na e Reefberthnan caminda olanan bruto anteriormente tabata cause'le dificultadnan pa e mantene su posicion na banda di e tanquero.

Ora cu el a regresa siman pasá, e "Esso Santa Cruz" ya no tabata un "pato mahós" mas, sino un bunita "zwaan" preto ta pronk cu fendernan nobo-nobo y geverf atrobe, locual toch ta haciele special.

Cu su "apariencia nobo" y reciente recondicionamento, e tugboat cu un capacidad di 5700 forza di cabay lo continua asistiendo tanqueronan den nos haf y yuda trece aden y sir-



Three times Holland at the NATO/CIOR Conference in Bonn, West Germany last year: Infantry Capt. A. Kok, The Hague, Holland, Artillery Major Ed Fowler (Holland) Caribbean area, and Infantry Lt. Col. F. X. Vandegrift of Holland, Michigan.

Reserve Officer Ed Fowler Attends NATO/Reserve Officers' Congress in Europe for the 15th Time

Edward D. Bentley-Fowler is currently in Avignon, Southern France attending a conference of the North Atlantic Treaty Organization (NATO) and the Confédération Interalliée des Officiers de Réserve (CIOR)

Mr. Fowler, who left the "Reserve" with the rank of major in the Netherlands Anti-Aircraft Artillery since 1950, has been attending the organization's congresses for the past fifteen years. In all these years he has been the Netherlands Antilles' only delegate for Holland at all the annual congresses held in various NATO cities, mostly in Europe, classified in the "retired reserve".

Mr. Fowler, a familiar and likeable person known to many at Lago, is essentially doing the same work for which he was responsible in Lago's Translation & Legal Division for 17 years prior to his retirement in 1973. Because people with his experience and versatility are not easily found on the island, Mr. Fowler has continued his responsibility at Lago as a multi-lingual translator and substitute Company legal adviser on a retainer basis.

Throughout World War II, Mr. Fowler served with the armed forces on a part-time basis here in Aruba as a Guard Control Officier charged also with certain Court Martial duties. Being employed in a war industry (Eagle Oil Company of Aruba), he

was available only part of the time.

"When a man leaves the service, technically his ties with the armed forces are severed. Yet there is among commissioned personnel a fierce pride of "belonging" to the branch in which they served, and honorably discharged officers can join the specific association of their service by invitation only. When the member has to attend functions in military installations abroad, and the national uniform is mandatory, the Minister of Defense grants special permission to wear that uniform, e.g. for CIOR congresses. Governments often use the experience and special knowledge of former officers in committee work," says Mr. Fowler, who is also member of the Antillean Section of the Kingdom Defense Commission. Ever since the founding of the Aruba Chapter of the Royal Association of the Netherlands Reserve-Officers in 1946 he has served as a board member, most of the time as secretary.

"All CIOR members are convinced that a reserve officer who enjoys the protection of a free government, owes his personal services to the defense of it. To be a "reserve" is indeed to be twice a citizen", Mr. Fowler remarked recently.

The CIOR was founded in 1948 and originally comprised Belgium, France and the Netherlands. Later on all the NATO countries joined the confederation and over the years the membership of the association has grown to 310,000 with potential membership of more than a million

(Continued on page 8)

bi como "breek" pa e VLCCnan y ULCCnan cual ta yega regularmente na nos Reefberthnan, te cu su proximo periodo regular di drydock ta na beurt atrobe.



Participants in an Instrument Department training program back in 1941 (foreground): George Young, Gregorio Frank and Hannibal Violenus (+). At rear are: Rudy Beaujon (+), Ramjattah Singh, Carlos Vis and Victor Rodriguez.

Participanteen den un programa di entrenamento di Instrument Department na 1941 ta (dilanti): George Young, Gregorio Frank, y Hannibal Violenus (+). Patras: Rudy Beaujon (+), Ramjattah Singh, Carlos Vis y Victor Rodriguez.

George Young Remembers Past Times, Old Friends

George B. Young, an ex-Lago employee, presently living in Surrey, England, cannot forget Lago or Aruba. Although he left Aruba 38 years ago, he still remembers his many old friends. Especially his ex-colleagues of the Instrument Department.

The first time George came to Aruba was in 1929 when he was only eight years old. He and his mother and brother Sidney joined their father Captain S. B. Young, who was employed with the Lake Fleet and the Young family settled in Bungalow No. 58, overlooking the lagoon near Rodger's Beach. Sidney and George attended the then recently completed Seroe Colorado School for one and a half years before returning to England.

George, however, returned to Aruba in July 1938. After working here as an Instrument Trainee during three years, he returned to England in 1941.

Except for five years war service, on the Royal Air Force, he has since worked as an Instrument Engineer in the Petroleum industry and al-

though his job has taken him to many parts of the world, George has never returned to Aruba.

Recently, an old photograph from the Aruba ESSO News of July 3, 1941, brought back the wonderful memories George has of Aruba. Interested to find out something about the whereabouts of his former colleagues, he recently wrote to the Aruba ESSO News, hoping to get in touch with some of them. He also included the photograph showing former fellow instrument trainees Rudy Beaujon (deceased), Ramjattah Singh, Gregorio Frank (retired), Carlos Vis (retired), Hannibal Violenus (deceased) and Victor Rodriguez.

Others whom he still remembers from those far off days are Paul Jensen, George Cunningham, Henry Wagemaker, Ronnie Smith, Joseph Johnson and Gus Stuzman.

For those who knew George and wish to correspond with him or for those who may have contact with his former friends, we include his address: George B. Young, 108, Falconwood Road, Addington, Surrey, England.

Fowler Attends NATO/CIOR Congress

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reserve officers. CIOR is a non-political, non-governmental, non-profit organization dedicated to cooperation between the national Reserve Officers Associations and to strengthening the basic solidarity of NATO. Reserve Officers who are members of national associations are outstanding in their respective countries and communities in professional, and industrial pursuits and are in a position to exert influence in governmental, economic and social spheres.

Last year, Mr. Fowler attended the

NATO/CIOR congress in Bonn, West Germany, while next year he will be attending the 33rd such congress in Canada. The 1981 congress is scheduled to take place in Holland. Mr. Fowler is looking forward to being a Netherlands delegate for the Antilles on the occasion of the 60th anniversary of the Reserve Officers' Association - U.S.A. (ROA) which is expected to take place in Washington, D.C. in 1982.

Mr. Fowler is proud of the fact that he has two sons in the Netherlands Armed Forces Reserve, one with the

George Young Ta Recorda.... Temporan Pasa, Amigonan Bieuw

George B. Young, un ex-empleado di Lago, actualmente bibando na Surrey, Inglaterra, no por lubida Lago ni Aruba. Aunque cu el a bai for di Aruba 38 anja pasá ainda el ta recorda su hopi amigonan biew. Especialmente su ex-coleganan den Instrument Department.

Promer baha cu George a bini Aruba tabata na 1929 tempo cu el tabatin solamente ocho anja di edad. El y su mama y ruman Sidney a join nan tata Captain S. B. Young, kende tabata traha cu Lake Fleet, y familia Young a bai biba na Bungalow No. 58, cual ta keda enfrente di e lagoen cerca di Rodger's Beach. Sidney y George a atende Seroe Colorado School recientemente completa e tempo ey durante un anja y mei promer cu nan a regresa Inglaterra.

George, sinembargo, a bolbe Aruba na Juli 1938. Despues di traha como un Instrument Trainee durante tres anja, el a bai bek Inglaterra na 1941.

Fuera di cinco anja di servicio den guerra den Fuerza Aerea Real, for di e tempo ey el ta trahando como Instrument Engineer den Industria Petrolero y aunque cu su trabao a hibele hopi diferente parti di mundo, George nunca a bolbe bek na Aruba.

Recientemente, un portret biew for di Aruba ESSO News di 3 di Juli 1941, a trece bek e recuerdonan agradable cu George tin di Aruba. Interesa pa sabi algo di e paradero di su anterior coleganan, recientemente el a skirbi Aruba ESSO News cu speranza di por bini na contacto cu nan. Tambe el a inclui e portret mustrandu su anterior companjeronan di entrenamento den instrumetacion Rudy Beaujon (difunto), Ramjattah Singh, Gregorio Frank (retira), Carlos Vis (retira), Hannibal Violenus (difunto) y Victor Rodriguez. Otronan kende el ta recorda for di e tempinan aya ta Paul Jensen, George Cunningham, Henry Wagemaker, Ronnie Smith, Joseph Johnson y Gus Stuzman.

Pa esnan cu tabata conoce George y ta desea di skirb'iele of esnan cu quizas tin contacto cu su amigonan, nos ta inclui su adres: George B. Young, 108, Falconwood Road, Addington, Surrey, Inglaterra.

12th Armored Infantry Brigade and one with the Air Force.